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5.2 Social Impacts

5.2.1 Introduction

Construction of I-69 Section 6 could have both positive and negative social impacts on communities directly affected by the new highway. Due to its location, one of the main impacts of I-69 Section 6 will be the relocation of households and businesses. This section discusses potential residential, commercial, and institutional relocations, along with availability of replacement housing and replacement commercial property.

This section also discusses reasonably foreseeable impacts on local neighborhoods and community cohesion. Community cohesion is the degree to which local residents have a sense of belonging to their community or neighborhood. The relocation of households, businesses, and community facilities can negatively affect the normal functions of a community. Further, relocating households from a neighborhood can reduce the level of social support and neighbor-to-neighbor interaction which may reduce cohesiveness of the community or neighborhood.

All relocations resulting from this federally-funded project would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR (Code of Federal Regulations) Part 24, and Title VI of the Civil Rights Act (42 U.S.C. §2000(d) et seq.). The following sections discuss potential residential, commercial, and institutional relocations. The mitigation section further discusses the rights of affected residents and businesses under the Uniform Act.

I-69 Section 6 entails upgrading an existing multi-lane, divided transportation facility to a full freeway design. Most of the right of way needed for the I-69 Section 6 project is already devoted to transportation use as part of existing SR 37. The impacts discussed in this section include only those outside of the existing right of way of SR 37 and other existing transportation facilities.

5.2.2 Methodology

Geographic information system (GIS) tools and aerial photography, supplemented with site reconnaissance surveys, were used to assess potential relocation impacts of the four alternatives under consideration. Site reconnaissance surveys consisted of collecting visual observations of properties from the existing transportation rights of way. The purpose of the surveys was to confirm the GIS data and the accuracy of the aerial photography. Potential relocations were calculated using the zoning designations found in county GIS parcel data. Based on the site reconnaissance surveys, approximately 38 properties were reclassified to more accurately present the potential relocation impacts. For example, a few agricultural properties were reclassified to the



single-family category since potential impacts are primarily associated with the residential structure that is located on the property.

Local service roads are incorporated into each of the alternatives to minimize landlocked parcels and maintain access when local access would otherwise be altered or restricted. During final design, the details of some local service roads may change resulting in either the potential acquisition of landlocked parcels due to a loss of access or the addition of local service roads to provide access. At this time, property which would be landlocked and would not be required for construction of the proposed project is not included in the acquisition or relocation impacts.

The decision to acquire landlocked parcels or to provide local service roads for access will be determined in the final design and right of way acquisition phases. It should be noted that property owners may choose to retain ownership of landlocked parcels that are not required for proposed right of way. The owners would be compensated for the loss of access resulting from the proposed project. The owner could then either sell the landlocked parcel or purchase access rights from an adjacent property owner, allowing the existing land use to remain.

In general, the greatest concentrations of relocations occur in areas of proposed interchanges. Other relocations are due to mainline adjustments, local service road development, or a loss of access. For each alternative, a residence, business, or institutional facility¹ is shown as acquired if it is located within the proposed project right of way or if reasonable access to the property could not be maintained. Potential business relocations were reviewed by real estate professionals from the project team to determine where impacts, such as loss of parking spaces, could impact the ability to continue business operations. Where these impacts were judged to substantially impact operations, businesses were identified as potential relocations.

Impacts to properties can sometimes create an “uneconomic remnant,” where the remainder of a partially acquired property is too small to be usable to the owner. No assessment of whether impacted parcels would result in uneconomic remnants is made as part of this analysis. Additionally, this assessment does not consider relocations that may be required due to impacts to private utilities, drinking water wells, or septic systems. These determinations would occur in the final design and right of way acquisition phases of project development.

The relocation of residences, businesses and institutional facilities is estimated based on anticipated right of way requirements, which are subject to revision during the final design and right of way acquisition phases of project development. At that time, damages to properties and identification of “uneconomic remnants” will also be determined.

¹An institutional facility is a property which is owned or operated by an established organization dedicated to public service, such as a religious facility, school, hospital, library, non-profit or other civic or community resource.

In developing the alternatives, efforts were made to minimize relocation impacts. The relocation estimates are based on the alignments for each alternative and the additional right of way needed for interchange ramps, local service roads and grade separations that may extend beyond the mainline. Houses and businesses were located on aerial photos and then locations were field checked for accuracy. Recently constructed structures not shown on the aerials were noted and counted in the relocation totals if they were likely to be impacted.

Public input was sought (see **Section 11.3**) to understand access issues related to I-69 Section 6 that could impact area residents, farm operations, schools, emergency service access and businesses. Residences and residential clusters that could lose access to an existing roadway were evaluated to determine whether it was feasible to provide access. Local service road configurations will be re-evaluated in final design as a means to maintain access.

Right of way and relocation costs include acquisition of land and improvements, relocation costs, costs for acquiring land and improvements resulting from lost access, administrative fees, legal fees, and demolition costs. These estimates are included in the construction cost estimates (see **Table 6-19**). These are planning level estimates, subject to determination of more precise right of way definition during final design.

5.2.3 Potential Relocations

5.2.3.1 Residential Relocations

Within I-69 Section 6, the total number of residential units (single-family homes, duplex units, mobile homes and apartment units) potentially acquired for right of way is 189 units for Alternative C1, 561 units for Alternative C2, 198 units for Alternative C3, and 523 or 216 units for Alternative C4. The potential number of residential relocations for each alternative are shown by housing type in **Table 5.2-1**. Variations in relocations with Alternative C4 reflect interchange options at Southport Road.

Figure 5.2-1: Aspen Lakes Apartments Community along SR 37



**Table 5.2-1: Estimated Residential Relocations**

Type of Residence	Alt C1	Alt C2	Alt C3	Alt C4
Single-Family Homes	135	172	167	142
Duplex Units	6	6	6	6
Mobile Homes	6	39	13	39
Apartment Units (Option A/Option B) ¹	42	344	12	336/28 ¹
Total (Option A/Option B)¹	189	561	198	523/216¹

1. Values shown are for Southport Option A/Option B. Alternative C4 includes two interchange options at the Southport Road. Option A is the same as Alternative C2, except a diamond interchange would be used instead of a single point interchange. Option B uses a different interchange configuration, which would avoid the relocation of Aspen Lakes Apartments. See **Chapter 3, Alternatives, Section 3.7.7** for a complete description of Options A and B at Southport Road.

Note: Final decisions regarding relocations would be made during final design and right of way acquisition phases.

The highest concentration of residential relocations is at Southport Road. Two of the alternatives, Alternative C2 and the initial layout of Alternative C4, include the total acquisition of the Aspen Lakes Apartments, with 332 apartment units. Alternatives C1 and C3 avoid relocation impacts at Aspen Lakes Apartments. After the alternatives had been developed, an additional interchange option was created as part of Alternative C4 to avoid Aspen Lakes Apartments. Referred to as Options A and B, these two variations of Alternative C4 are described in **Section 3.7.7** and are evaluated in **Section 6.3.2.7**. Option A would impact all 332 units of Aspen Lakes Apartments. Option B would impact one building at Aspen Lakes Apartments for a potential of 24 relocations. Aspen Lake Apartments are shown in **Figure 5.2-1**.

The **Potential Acquisitions and Relocations Map Series** provided in a separate tab at the end of this section shows potential relocation impacts for all the build alternatives. Concentrations of residential relocations can be an indicator of disruptions to the community. Additional discussion about neighborhoods is provided in **Section 5.2.6**.

In order to maintain a fair and equitable property acquisition process, laws and programs are enforced to ensure adequate consideration and compensation for federally-funded transportation projects. These laws and programs include the Uniform Act and the INDOT relocation program and relocation advisory assistance program, both of which are in accordance with Title VI of the Civil Rights Act.

Household Characteristics

A total of 22,524 households are present within the Census Tract Block Groups that make up the socioeconomic study area (**Table 4.2-15**). **Table 4.2-11** shows the population in the socioeconomic study area is predominately white (89.6 percent of the population). This racial makeup likely would be representative overall of households that would be relocated; however,

there are relocations in areas with relatively higher minority concentrations. **Section 5.8** provides a discussion of the effects of the project, including relocations, on minority populations.

As noted in **Table 4.2-7**, 11.1 percent of the study area population is age 65 and older, making it probable that residential relocations would include some elderly persons. Field review and public outreach have identified one residential relocation that would impact elderly persons as a group. All alternatives would impact the Grandview Health and Rehabilitation Center in Martinsville (see **Figure 5.2-2**). This 100-bed facility has reported that it is routinely at capacity for long-term and short-term stays. This would require the relocation of 80 long-term residents, most of whom are aged 65 and older.

Figure 5.2-2: Grandview Health and Rehabilitation Center in Martinsville



The median household income for individual Census Tract Block Groups within the study area ranges from \$21,800 to \$102,800 (**Table 4.2-22**). **Section 5.8** provides a discussion of the effects of the project on low income populations.

5.2.3.2 Business and Institutional Relocations

Both the Martinsville area and Marion County have substantial business development adjacent to the existing SR 37 right of way and commercial relocations are concentrated in these areas.

Businesses

The project corridor is mainly urban and suburban in and around Martinsville, and rural north of Martinsville. Further north, within and near Perry Township, the area is best characterized by suburban development. As discussed in **Section 4.2.4**, the major employment sectors in Marion, Johnson and Morgan counties include education, health and social services, retail trade and manufacturing. Businesses adjacent to the corridor are primarily retail, service, or industrial.

The rural areas in the study area contain farmland where impacts could include acquisition of arable land, pasture, and/or farm structures (e.g., barns and garages). The potential impacts of the project on farmland and agricultural production are discussed in **Section 5.4** and **Section 5.24**.



Since Alternatives C1, C2, and C3 upgrade an existing facility, most of the business and institutional relocations will occur to those structures which are alongside or adjacent to either the interstate facility itself or at a proposed overpass or interchange location. As discussed in **Chapter 4.2**, development has occurred along existing State Road 37 since its construction in the 1960s and early 1970s. The following types of businesses or types of businesses could be relocated:

Marion County: Trucking operations, fast food or table service restaurants, gas stations, building material suppliers, light industrial and industrial office spaces, and a potential daycare operation.

Johnson County: Gas stations, retail establishments, automotive sales, and a fire station.

Morgan County: Fast food or table dining, automotive repair/dealer, mental health facility, gas stations, business office, and golf cart/recreational dealers.

Business and employment financial impacts are discussed in **Section 5.5.3.5**.

A business is considered a potential relocation if it is located within or directly adjacent to the right of way, if reasonable access to the property cannot be maintained or if impacts to the property are such that business operations would be compromised. Potential business relocations were reviewed by real estate professionals from the project team to determine where impacts, such as loss of parking spaces, could impact the ability to continue business operations. Where these impacts were judged to substantially impact operations, businesses were identified as potential relocations. The relocation of businesses is estimated based on anticipated right of way requirements and is subject to revision during the final design phase. **Table 5.2-2** shows the potential number of business relocations for each alternative.

Table 5.2-2: Potentially Relocated Businesses and Institutions

Business or Institution	Alt C1	Alt C2	Alt C3	Alt C4
Businesses (Option A/Option B) ¹	83	77	89	78/94 ¹
Religious Facilities / Schools	0	1	0	1
Fire Station	0	1	0	1
Libraries	1	0	1	0
Non-Profit	0	1	1	0
Total (Option A/Option B)¹	84	80	91	80/96¹

1. Values shown are for Southport Option A/Option B. Alternative C4 includes two interchange options at the Southport Road. Option A is the same as Alternative C2, except a diamond interchange would be used instead of a single point interchange. Option B uses a different interchange configuration, which would avoid the relocation of Aspen Lakes Apartments. See **Chapter 3, Alternatives, Section 3.7.7** for a complete description of Options A and B at Southport Road.

Note: Final decisions regarding relocations would be made during final design and right of way acquisition phases.

As with residential relocations in **Table 5.2-1**, there are variations in the number of business relocations in Alternative C4 due to interchange options at Southport Road. Option A would have fewer business relocations in the northwest quadrant of the interchange, but it would require the acquisition of Aspen Lakes Apartments (332 units) in the southeast quadrant. Option B would require the acquisition of 16 more businesses, all in the northwest quadrant, but would reduce the number of apartment relocations to one building (24 units). These two variations of Alternative C4 are described in **Section 3.7.7**, and are evaluated in **Section 6.3.2.7**

Billboards

Relocation of billboards may be necessary due to the requirement of new right of way or the lack of access. Potential billboard relocations are 38 for Alternative C1, 42 for Alternative C2, 25 for Alternative C3, and 43 for Alternative C4. Billboard locations were identified initially using aerial survey and confirmed during field investigations in the summer of 2015.

Institutions

For this analysis, an institution is identified as an established organization dedicated to public service, such as a religious organization, school, hospital, library, non-profit or other civic or community resource. Institutional relocations are included with business impacts in **Table 5.2-2**. The following summary describes institutions which may be impacted by the acquisition of right of way for the project. A more detailed discussion of each of these facilities follows.

Religious Facilities / Schools

Martinsville Baptist Tabernacle Church and Christian School (Figure 5.2-3): The Burton Lane overpass in Alternatives C2 and C4 would require relocation of both the church and school. Alternative C1 includes an elevated I-69 mainline and wall adjacent to the property which would not impact the property directly, but could require access changes. Alternative C3 would not have direct impacts to the church or school, but the cul de sac of Burton Lane could result in longer access distances to the church and school.

Figure 5.2-3: Martinsville Baptist Tabernacle Church in Martinsville





Libraries

Waverly Branch of Morgan County Public Library (Figure 5.2-4): This facility is located in the northwest quadrant of the SR 37 and SR 144 intersection. Alternatives C2 and C4 would utilize a guardrail to allow a steeper side slope off of SR 144. The steeper slope would avoid direct impacts to the library's parking lot and therefore avoid direct impacts to this facility. Alternatives C1 and C3 would directly impact the library's parking. Although final design considerations could reduce impacts to this facility, the loss of parking and indirect impacts to the building itself could be so severe as to require relocation.

Figure 5.2-4: Waverly Branch of Morgan County Public Library in Waverly



Fire Departments

White River Township Fire Department (WRTFD) Fire Station #53 (Figure 5.2-5): This fire station is near the intersection of SR 37 and Smith Valley Road. Each of the alternatives includes a proposed interchange at Smith Valley Road, and each would impact the fire station. Alternatives C2 and C4 would directly impact the building with construction of the northbound exit ramp from I-69 to Smith Valley Road, requiring relocation of the firehouse. Alternatives C1 and C3 would allow the building to remain, but would impact traffic circulation and operations of the firehouse.

Figure 5.2-5: White River Township Fire Department Fire Station #53 near SR 37 and Smith Valley Road



Non-Profit

Martinsville Evening Lions Club (Figure 5.2-6): The Lions Club, a non-profit organization, owns their facility just east of the proposed interchange with SR 252. Alternatives C2 and C3 would directly impact this facility and would require its relocation.

Figure 5.2-6: Martinsville Evening Lions Club in Martinsville



5.2.4 Available Replacement Housing

Sufficient replacement housing appears to be available to accommodate the expected number of residential relocations within the project corridor. Considerable land is available both for farming and for future growth and development. Although conditions may change over time, housing appears to be available to accommodate anticipated relocations. The data for this replacement housing analysis were collected in the summer of 2016.

Available replacement housing information was obtained from various national real estate websites that are accessible by the general public. These websites include: www.zillow.com and homes.com, which show housing for sale as well as www.apartments.com. These sites allow users to search a specific place and cite specific housing criteria, including a price range. The geographical area used for this search included Johnson, Marion, and Morgan County zip codes.

Table 5.2-3 summarizes results of the search for properties for sale and rent in areas near the I-69 Section 6 project. The number of units available for rent varies among the sources. **Table 5.2-3** reports the highest number of available rental units identified as of a search conducted in August 2016, including both single- and multi-family residences.

According to the listings, there appears to be an adequate supply of available housing in most price ranges to accommodate any necessary single-family residential relocations. As a result, it appears there is an adequate supply of decent, safe, and sanitary houses for purchase in these three zip codes. Single-family residential relocations resulting from the I-69 Section 6 project likely could be accomplished using INDOT-approved relocation procedures. Depending on the size of affected single-family properties, there is a possibility that some impacted residents could relocate on the same property, outside the proposed right of way of the future road. Similarly, there could also be opportunities to relocate impacted mobile homes to other areas of the mobile home park that are outside the proposed right of way.

**Table 5.2-3: Residences Available for Sale and Lease in I-69 Section 6 Project Area**

Zip Code	Community	Houses for Sale	Units for Rent (single-family and multi-family)
46151	Martinsville	292	24
46143	Greenwood	469	444
46142	S. County Line Rd - N. Smith Valley	180	258
46217	SR 37 - I-465	191	154
46158	SR 37 west to Mooresville	170	21
46113	Friendswood	104	98
46221	SR 37 - (west of White River)	121	383
46106	Bargersville	105	25
Total		1,632	1,407

Sources: www.zillow.com, www.apartments.com, rent.com, and homes.com / as of July and August 2016

Although there are rental units available in the socioeconomic study area as a whole, Martinsville, Mooresville, and Bargersville have few rental properties available as of August 2016. This may result in a shortage of decent, safe, and sanitary rental housing in these three areas. Should this occur, INDOT could utilize housing of last resort.² This program would be used if comparable replacement housing were not available or if it would be unavailable within the relocatee's financial means (and the replacement payment exceeds the state legal limitation). Federal laws require that decent, safe and sanitary replacement housing within a person's financial means be made available for immediate occupancy before that person is asked to relocate.

5.2.5 Availability of Commercial and Institutional Property

Table 5.2-2 provides a summary of the potential commercial and institutional relocations associated with the project. Available real estate listings from the Indiana Commercial Board of Realtors' multiple listing service³ were obtained to determine the number of locations available within Johnson, Marion, and Morgan counties. Total listings throughout these three counties are appropriate as a reasonable representation of the area where most businesses and institutions would seek to relocate. Listings include industrial, retail, mixed-use vacant land and office space. As of August 2016, this multiple listing service showed 1,073 industrial and commercial properties available in Johnson, Marion and Morgan counties. The maximum number of estimated relocated

² The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided. This program is used, as the name implies, only as a "last resort," when there is no adequate opportunity for relocation within the area.

³ www.icrex.net



businesses and institutions is 96 (Alternative C4). Sufficient quantities of property are available to accommodate the variety of commercial and institutional facilities impacted.

5.2.6 Neighborhoods

As shown in **Table 4.2-27**, the socioeconomic study area contains 72 neighborhoods, apartment complexes and mobile home parks. Care was taken in development of each alternative to ensure that properties not being acquired and neighborhoods near the corridor would retain access to I-69. For properties not being acquired, access that was available to and from SR 37 has been accounted for in each alternative through inclusion of interchanges and local service roads.

Some of the I-69 Section 6 neighborhoods would be directly affected by the alternatives, but most would experience only minimal impacts due to partial property acquisition and/or changes in access. Partial property acquisition would leave the affected property with a parcel size that is still considered viable or worthwhile. The location of possible interchanges and the treatment (grade separation, relocation, or closing) of local service roads that currently have access to SR 37, but may not have access to I-69, could affect neighborhoods through changes in local travel patterns and accessibility.

Discussions were held with emergency responders, school districts, and the general public to determine what routes they considered critical for access to their service areas. This information was among the data used to identify routes that should remain open. Detailed discussion of travel patterns and accessibility is included in **Section 5.6**.

The **Human and Community Resources Map Series** provided in a separate tab at the end of **Section 5.3** shows direct land use impacts of the alternatives, including locations of neighborhoods in relation to alternatives, potentially relocated structures, and potential access changes.

5.2.7 Community Cohesion

Community cohesion is generally defined as the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Community cohesion and neighborhood impacts can, therefore, be examined by evaluating changes affecting residents, businesses, and parking availability resulting from relocations and partial acquisitions.

Among the various impacts of the construction of a highway or other major transportation improvement project, the acquisition of real property, including residences and businesses, is the action that often incurs the most concern among those directly involved. A relocation involves the full acquisition of a property that would require the occupants of residential and non-residential



units to be relocated by the project. Residents would relocate to another property, as would any businesses intending to remain in operation. A partial acquisition is when a small area of a property is acquired, but use of the property and dwelling structures, including multi-family units, typically would remain.

As described in the **Section 5.2.3.1**, a number of residences and properties would be relocated from neighborhoods in the I-69 Section 6 study area. Because the neighborhoods have developed along the existing SR 37, their eastern or western boundaries tend to fall in line with the boundaries of existing SR 37 right of way. For that reason, residential relocations tend to occur along the fringe of neighborhoods, which generally has less impact on the cohesive nature of most affected neighborhoods.

One potential exception to this is the Greenwood Mobile Home Park, which is located northwest of SR 37 and Stones Crossing Road. Alternative C1 includes a new local service road, which would bisect the mobile home park by turning existing Old SR 37 into a local service road. Old SR 37 used to be continuous across Travis Creek but currently dead-ends at Travis Creek and serves as an internal roadway to the park. Alternatives C2 and C4 would provide a new local service road immediately adjacent to I-69 in order to avoid the need to extend a local service road through the park. Old SR 37 would continue to serve as an internal roadway in the park. Alternatives C2 and C4 would require residential relocations, but would not divide the mobile home park with the local service road. See Sheet 21 of the **Potential Acquisitions and Relocations Map Series** provided at the end of this section.

In Alternatives C1, C2 and C4, the improved connectivity provided by the new local service road would result in increased traffic, which could change the character of the neighborhood. Alternative C3, which would not include a new local service road, would not divide the mobile home park or increase traffic through the mobile home park since Old SR 37 currently ends immediately north of Greenwood Mobile Home Park.

Community cohesion can also be affected by relocations of key businesses and essential services. **Section 5.5** describes the numbers and types of businesses and institutions that would be relocated. Business and institutional relocations that could impact community cohesion include Martinsville Baptist Tabernacle Church and Christian School, Waverly Branch of Morgan County Public Library, Martinsville Evening Lions Club, Centerstone, and Grandview Health and Rehabilitation. If these businesses and institutions relocate, their new location may require some residents to travel farther for the same service or associated employment. On the other hand, the new location may require others to travel less for the same service or associated employment.

5.2.8 Unique Relocation Situations

Mobile home communities represent a unique relocation situation because the acquisition of a mobile home lot potentially represents both a loss of a business rental income and a residential



relocation including a potential relocation of the mobile home itself. Potential residential relocations include portions of three mobile home parks: Sun Valley Mobile Home Park, Spring Valley Mobile Home Park, and Greenwood Mobile Home Park. The Uniform Relocation Act requires that comparable decent, safe, and sanitary replacement housing within a person's financial means be made available before that person may be displaced.

Subpart F of the Uniform Act⁴ includes specific provisions for mobile home renters, multiple party ownership of mobile home sites, mobile home owners who rent the site being acquired, consideration of both the cost of the mobile home and a replacement site, and special provisions governing utility costs. This subpart describes the requirements governing the provision of relocation payments to a person displaced from a mobile home and/or mobile home site who meets the basic eligibility requirements of this part. Except as modified by this subpart, such a displaced person is entitled to a moving expense payment in accordance with Subpart D of the Uniform Relocation Act and a replacement housing payment in accordance with Subpart E of the Uniform Relocation Act to the same extent and subject to the same requirements as persons displaced from conventional dwellings.

Approximately 80 long-term residents of Grandview Health and Rehabilitation Center in Martinsville (Grandview Health) may need to be relocated to a new Grandview Health facility or to other suitable facilities. **Table 5.2-4** indicates other long-term care facilities in the Martinsville area which may offer suitable replacement housing for relocated residents. Occupancy at individual facilities varies, but it generally ranges from 80 to 95 percent at any given time.⁵ Based on the typical number of long-term care beds listed in **Table 5.2-4** and the typical occupancy rate, it is estimated that 5 to 19 beds are available for rehabilitation patients and 19 to 77 long-term care beds are available in the Martinsville area. If Grandview Health does not relocate and other facilities are occupied at the 95 percent level, there is a potential for a lack of available long-term care beds in the Martinsville area to accommodate all relocated Grandview Health residents.

Some property may be acquired from the Waters of Martinsville, which is a long-term nursing care facility. Approximately 25 feet of right of way would be acquired from the eastern edge of the property resulting in a loss of an existing driveway alongside the facility. There is adequate space to reconstruct this driveway on the property and access to the side and rear of the building will be maintained. The main parking area and main entrance will not be affected.

Centerstone is a not-for-profit provider of community-based behavioral health care including mental health services, substance abuse treatment and intellectual and developmental disabilities services. Their facility is located at 1175 Southview Drive, Martinsville which is south of Burton Lane and east of SR 37. It would be relocated under all four alternatives.

⁴ See http://www.fhwa.dot.gov/real_estate/uniform_act/policy_and_guidance/uafags.cfm#f.

⁵ Information obtained from Care.com and Medicare.gov in November 2016.

**Table 5.2-4: Martinsville Area Long-Term Care Facility Replacement Housing Options**

Facility	Beds ¹	City
Waters of Martinsville	103	Martinsville
Morgantown Health Care	36	Morgantown
Springs of Mooresville	70	Mooresville
Miller's Merry Manor	98	Monrovia
Meadow Lakes	137	Mooresville
Morgantown Health Care Inn	39	Morgantown
Total Available Beds, Other Facilities	483	

Note: Grandview Health is not included in **Table 5.2-4** as it will be a relocation in all alternatives.

1: Because most of these facilities are privately owned, for-profit businesses, the number of beds assigned to long-term vs. rehabilitation care can fluctuate based on demand. As of November 2016, approximately 20% of the beds listed above were assigned to rehabilitation patients, with the remainder to long-term care.

In 2008, there was substantial flooding in several areas of the project corridor, and residential properties were damaged beyond repair. Typically, the Federal Emergency Management Agency (FEMA) purchases the impacted properties with its Hazard Mitigation Program funding. However, FEMA purchase of these properties would have affected the viability of the approved I-69 Section 6 corridor.

To protect the approved I-69 corridor, INDOT purchased several of these properties under the provisions of protective buying. These provisions allow INDOT, when certain criteria are met, to acquire properties for a federally-funded transportation project before the environmental review for that project is completed. The purchase of these flooded residential properties met the required criteria. Property owners had the opportunity to sell the flooded property to INDOT, but they were not required to do so. INDOT purchased 37 residential properties. The protective purchases were processed under separate federal environmental reviews prior to purchase.

According to county tax information, there is one residential relocation that would impact a property owned by the U.S. Department of Housing and Urban Development (HUD). This property is located on the east side of SR 37 north of County Line Road. Further coordination with HUD will be required during final design.

5.2.9 Mitigation

In the development and evaluation of alternative alignments within the I-69 Section 6 corridor, extensive efforts have been made to avoid or minimize impacts to residents, businesses, institutions, and communities.



Public involvement has played a major role in this project. Local government officials and residents, as well as members of the potentially affected farming and business communities, had opportunities to provide input into the project's development. Public input identified potential loss of access to residences, farmland, businesses, and other land uses and destinations as a major concern related to the project.

The project team has identified potential opportunities to avoid and minimize impacts to affected properties. These refinements will be explored during final design. Relocation resources and relocation assistance advisory services will be available to all residential or non-residential relocations without regard to race, creed, color, national origin, or economic status, as required by Title VI of the Civil Rights Act, Title VIII of the Civil Rights Act (42 U.S.C. §3601 et seq.), and Executive Order 11063 (27 FR 11527, November 24, 1962).

All acquisitions and relocations required by this project will be completed in accordance with the Uniform Act and Title VI of the Civil Rights Act. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person. INDOT will take required actions to ensure fair and equitable treatment of persons displaced as a result of this project up to and including providing replacement housing of last resort as defined in 49 CFR §24.404. Relocation resources for this project are available to residential and business relocatees without discrimination. At the time right of way is acquired, a relocation agent will be assigned to this project to ascertain the needs and desires of the potentially displaced persons to provide information, answer questions, give help in finding replacement property, and issue last resort housing payments, if needed. Advisory services will be made available to farms and businesses, with the aim of minimizing the economic harm of relocations.

If a displaced resident cannot be relocated due to the unavailability of comparable housing, or because comparable housing is not available within the statutory limit of the Uniform Act, housing of last resort⁶ will be made available. Last resort housing includes rental assistance, additions to existing replacement dwellings, construction of new dwellings, and dwelling relocation. Replacement dwellings must meet decent, safe, and sanitary standards established by FHWA.

Resources will be available to all relocated residents without regard to race, creed, color, sex, national origin, or economic status, as required by the Uniform Act and Title VI of The Civil Rights Act. Financial assistance will be available to eligible persons displaced by this project. Payments received are not considered as income under the provisions of the Internal Revenue Code of 1954; or for the purposes of determining any person's eligibility, or the extent of eligibility, for assistance under the Social Security Act or any other federal law.

⁶ The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided. This program is used, as the name implies, only as a "last resort," when there is no adequate opportunity for relocation within the area.



5.2.10 Summary

The I-69 Section 6 project corridor includes use of existing SR 37, which means many of the relocation impacts are associated with development of interchanges and access roads. **Table 5.2-5** provides a summary of the residential, business, and institutional relocations by alternative.

Table 5.2-5: Estimated Residential, Business, and Institutional Relocations by Alternative

Type	Alt C1	Alt C2	Alt C3	Alt C4
Residential Relocations				
Single-Family Homes	135	172	167	142
Duplex Units	6	6	6	6
Mobile Homes	6	39	13	39
Apartment Units (Option A/Option B) ¹	42	344	12	336/28 ¹
Subtotal (Residential) (Option A/Option B) ¹	189	561	198	523/215¹
Business/Institutional Relocations				
Businesses ² (Option A/Option B) ¹	83	77	89	78/94 ¹
Religious Facilities / Schools	0	1	0	1
Fire Station	0	1	0	1
Libraries	1	0	1	0
Non-Profit	0	1	1	0
Subtotal (Business/Institutional)	84	80	91	80/96¹
Total Relocations (Option A/Option B) ¹	273	641	289	603/311¹

Note: Final decisions regarding relocations would be made during final design and right of way acquisition phases.

1. Values shown are for Southport Option A/Option B. Alternative C4 includes two interchange options at the Southport Road. Option A is the same as Alternative C2, except a diamond interchange is used instead of a single point interchange. Option B uses a different interchange configuration, which would avoid the relocation of Aspen Lakes Apartments. See **Chapter 3, Alternatives, Section 3.7.7** for a complete description of Options A and B at Southport Road.

2. Includes Centerstone and Grandview Health

Sufficient replacement housing appears to be available to accommodate the expected number of residential relocations within the project corridor. There are rental units available in the socioeconomic study area as a whole, although Martinsville, Mooresville, and Bargersville had few rental properties available as of August 2016. This may result in a shortage of decent, safe, and sanitary rental housing in these three areas. Additionally, depending on the availability of long term care beds, there may be a shortage of decent, safe, and sanitary long term care beds in the Martinsville area. Should either of these occur, INDOT could utilize housing of last resort.

This program would be used if comparable replacement housing were not available or if it would be unavailable within the relocatee's financial means and the replacement payment exceeds the state legal limitation. Federal laws require that decent, safe and sanitary replacement housing



within a person's financial means be made available for immediate occupancy before that person is asked to relocate. There appears to be a sufficient quantity of commercial and institutional property available for sale or lease in Johnson, Marion and Morgan counties to accommodate the businesses and institutions that would be relocated as a result of the project.

Community cohesion could be impacted in the Greenwood Mobile Home Park, which is located northwest of SR 37 and Stones Crossing Road. A new local service road in Alternative C1 would bisect the mobile home park into two separate properties. Alternatives C2, C3 and C4 would not bisect the mobile home park with a new local service road. Key business and institutional relocations that could impact community cohesion include Martinsville Baptist Tabernacle Church and Christian School in Alternatives C2 and C4, Waverly Branch of Morgan County Public Library in Alternatives C1 and C3, Martinsville Evening Lions Club in Alternatives C2 and C3, and Centerstone and Grandview Health and Rehabilitation in all four alternatives.